Amendments to the Specification:

Page 4, replace the paragraph, identified in the preliminary amendment as beginning at line 9, with the following new paragraph:

The clutch 27 further includes a second clutch section in the form of a clutch housing 37 including an annular end plate or hub 58 having an opening 59 provided with internal splines or a multi-wedge connection 60 through which the drive connection to the angled gearbox 31 is made for driving the rotary tools on that side of the vehicle.

Page 4, replace the paragraph, identified in the preliminary amendment as beginning at line 25, with the following new paragraph:

The friction disks 45 and 46 are spring loaded for effecting a drive connection that is a function of the torque between the ring-shaped container 38 forming the clutch hub and the clutch housing 37. This spring loading is provided by a ring-shaped spring package or assembly 52, mounted within and to the portion of the clutch housing 37 that extends axially beyond the end plate 44, the spring package 52 consisting of a ring of individual helical compression springs 53 whose line of force is parallel to a rotational axis R of the clutch. The ring of springs 53 are supported at their opposite end faces respectively by retaining rings 54 and 55, with the ring 54 bearing against the driver disk or backing plate 48 to which the friction disk 46 ~~45~~ is fixed.

Page 5, replace the paragraph, identified in the preliminary amendment, as beginning at line 17, with the following new paragraph:

At its end opposite the introduction opening for the stub drive shaft 34a, the inner sleeve 39 is rigidly connected, for example welded, to a coaxial stub shaft 61. Furthermore, the stub shaft 61 is rigidly connected or welded to the end plate 44 of the ring-shaped container 38. The same goes for the end plate 43 with respect to the inner sleeve 39. Thus, the inner sleeve 39 and stub shaft 61 form a drive shaft element that forms an integral part of the clutch 27. The stub shaft 61 extends through the spring package 52 to the connecting shaft 29, with which it is connected over the sleeve coupling 30. The connection with the sleeve coupling 30 is again performed by a multi-wedge or spline connection.